

VOLUME 3 GENERAL TECHNICAL ADMINISTRATION**CHAPTER 20 CHECK AIRMAN, INSTRUCTOR, AND SUPERVISOR PROGRAMS
FOR 14 CFR PARTS 121 AND 135 CERTIFICATE HOLDERS****Section 1 General**

3-1386 INTRODUCTION. This section contains guidance concerning check airman, air transportation instructor, and air transportation supervisor programs for Title 14 of the Code of Federal Regulations (14 CFR) parts 121 and 135 operators. This section addresses the roles and purposes of check airmen, air transportation flight instructors, air transportation ground instructors, and air transportation supervisors. Also in this section are regulatory requirements, qualifications, and functional responsibilities. Section 2 addresses Federal Aviation Administration (FAA) approval and surveillance of parts 121 and 135 check airmen. Section 3 addresses training requirements.

3-1387 REGULATORY REQUIREMENTS. Parts 121, § 121.401(a)(4) and part 135, § 135.323(a)(4) require operators to provide enough flight instructors and check airmen to conduct the flight training and flight checks required in parts 121 and 135. Sections 121.401(c) and 135.323(c) specify that each instructor, supervisor, or check airman responsible for a particular training curriculum or curriculum segment (including ground and flight training segments and flight checks or competency checks) shall certify the proficiency and knowledge of individuals receiving the training or checks. Sections 121.411 and 121.413 or §§ 135.337 and 135.339, as applicable, specify the qualification and training requirements for check airmen and flight instructors. Sections 121.421(b) and 121.422(b) require that Flight Attendants (F/A) and aircraft dispatchers may be given competency checks, which may be given by appropriately qualified air transportation supervisors or ground instructors. Section 121.434(e) requires that F/As receive Operating Experience (OE) under the supervision of a qualified F/A supervisor.

3-1388 EXEMPTIONS. The terms and procedures set forth in 14 CFR part 11 provide a process to petition for relief from regulatory requirements. The language contained in exemptions granted under this process is viewed as regulatory language and must be respected in exactly the same manner as the regulations themselves.

NOTE: Confusion often arises when policy guidance appears to be inconsistent with regulations. Inspectors and operators must bear in mind that public laws and regulations—including exemptions—comprise the body of requirements that policy cannot change. Policy guidance documents such as advisory circulars (AC), handbooks, and notices are always subordinate to those requirements.

3-1389 DEFINITIONS. For purposes of standardization, the following definitions apply to check airmen, air transportation flight and ground instructors, and air transportation supervisors who teach and check under part 121 and 135 training programs:

A. Check Airman. A check airman is an airman approved by the FAA who has the appropriate training, experience, and demonstrated ability to evaluate and to certify the knowledge and skills of other airmen. Evaluation is made on the basis of various checks conducted as modules in a specified air carrier's FAA-approved training program. A check

airman is authorized to conduct proficiency or competency checks (including line checks), to supervise the reestablishment of landing currency, and/or to supervise the initial OE requirements of §§ 121.434 and 135.244. A check airman may conduct flight training in the certificate holder's approved program. A new term, "check pilot," is replacing the older "check airman" in regulations and guidance. The term "check pilot" is synonymous with "check airman."

NOTE: Part 121 requires that a check airman reestablish a pilot's landing currency. Part 135 does not have such a requirement.

B. Air Transportation Flight Instructor. An air transportation flight instructor is an airman designated by a part 121 or 135 certificate holder, who has the appropriate training, experience, and demonstrated ability to instruct other airmen in a flight segment (curriculum segment) of that certificate holder's training program. An air transportation flight instructor may certify the proficiency and knowledge of other airmen and recommend them for proficiency or competency checks, proficiency checks leading to certification, and other special qualification flight checks. An air transportation flight instructor may also conduct Line-Oriented Flight Training (LOFT)/Line-Operational Simulation (LOS) training under Advanced Qualification Program (AQP) and part 121, appendix H programs when all appropriate requirements have been met.

NOTE: An air transportation flight instructor is not required to hold an FAA Flight Instructor Certificate when instructing in part 121 or 135 training programs.

C. Air Transportation Ground Instructor. An air transportation ground instructor is a person selected and qualified by the certificate holder who has the appropriate knowledge, experience, training, and demonstrated ability to instruct crewmembers or aircraft dispatchers in curriculum segments other than flight curriculum segments. In accordance with §§ 121.402(a) and 135.324(a), an air transportation ground instructor must be working for, and under the direct operational control of, the certificate holder, another certificate holder under the same part, or a 14 CFR part 142 training center. An air transportation ground instructor may certify the satisfactory completion of ground training curriculum segments by flight crewmembers. An air transportation ground instructor who is specifically selected and qualified by the certificate holder may conduct competency checks for F/As or for aircraft dispatchers, as applicable.

NOTE: For an air transportation ground instructor, holding an FAA Ground Instructor Certificate when conducting part 121 or 135 training activities is not a requirement.

D. Supervisor. For purposes of this handbook, a supervisor is an aircraft dispatcher or F/A chosen by the certificate holder to conduct competency checks. An F/A supervisor may supervise F/A OE.

NOTE: Certificate holders may define the term “supervisor” differently from the definition used in this handbook. Inspectors should ensure a mutual understanding of the term in discussions with air carriers.

3-1390 CHECK AIRMAN ROLE AND CHARACTERISTICS. The role of the check airman is to ensure that the flight crewmember has met competency standards before the check airman releases the crewmember from training, and to ensure that those standards are maintained while the crewmember remains in line service. Effective training and use of check airmen by an operator ensure that flight crewmembers are standardized in their job performance. A check airmen candidate must be knowledgeable in the applicable requirements of 14 CFR parts 61, 63, 65, 91, 121, 135, and other regulations in applicable FAA policies and safe operating procedures required for particular crewmember positions. A check airman candidate must have achieved and maintained a favorable record as a flight crewmember. Once approved, a check airman’s manner and professional reputation should always reflect positively upon the employer and the FAA.

NOTE: Under current regulations no normal term to expiration is specified for approvals of check airmen (unlike designated examiners, whose term is 12 months, per 14 CFR part 183). A check airman’s approval may be given, limited, or withdrawn in the discretion of the principal operations inspector (POI).

3-1391 CLASSIFICATIONS OF CHECK AIRMAN. There are six check airman classifications, five of which relate to pilots and one of which relates to Flight Engineers (FE). Approval for each check airman classification is contingent on the check airman having been properly certificated in the applicable aircraft and crew position, having been trained in accordance with the operator’s approved check airman training program for the specific classification, and having demonstrated to the FAA the ability to conduct a test event and to evaluate an airman’s performance. The six check airman classifications are:

- Proficiency Check Airman–Aircraft.
- Proficiency Check Airman–Simulator.
- Line Check Airman–All Seats (left, right, observer’s).
- Line Check Airman–Observer’s Seat Only.
- Check Airman–All Checks.
- Check FE.

3-1392 PROFICIENCY CHECK AIRMAN—AIRCRAFT (INCLUDES SIMULATOR).

A. Eligibility. For initial and continuing approval as a proficiency check airman (aircraft), an airman must meet the following eligibility requirements:

- Hold the required certificate and ratings for the specific aircraft to serve as the pilot in command (PIC) in revenue service.
- Hold FAA Form 8500-9, Medical Certificate Third Class, for instructing or evaluating in an aircraft. For programs approved under § 121.409(b) (and the sections referenced therein), a medical certificate is not required.

- Have completed the operator's air transportation flight instructor and check airman qualification training programs required by §§ 121.411, 121.413, and appendix H, or by §§ 135.337 and 135.339, as applicable, covering such topics as:
 - Check ride briefings and debriefings:
 - For an applicant.
 - For supporting crew members.
 - For a safety pilot.
 - Safety preparedness and countermeasures:
 - In an aircraft.
 - In a flight simulator (SIM) (such as emergency exits, fire and smoke procedures, and simulator motion failures).
- Meet training and currency requirements to serve as the PIC for that operator, including ground and flight training, proficiency or competency checks, and 90-day landing currency.
- Maintain line currency as a flightcrew member with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that the operator's POI has approved. (Refer to the current edition of AC 120-35, Line Operational Simulations: Line Oriented Flight Training, Special Purpose Operational Training, Line Operational Evaluation, for a discussion of terms.) Holding a medical certificate appropriate to the crew position occupied on the line is a requirement for those instructors and check airmen who maintain line currency.
- Satisfactorily demonstrate, initially and at least every two years, to an FAA inspector the ability to conduct proficiency or competency checks in an aircraft in flight or in a simulator, or in both, as appropriate. Initial evaluation must include evaluation in an aircraft. Evaluation of an instructor in a simulator must include the individual's ability to operate the simulator while instructing.

B. Authorized Activities. A classification of proficiency check airman (aircraft) authorizes a check airman to conduct the following activities:

- Pilot proficiency or competency checks conducted as a qualification curriculum segment in the operator's approved training program, from either pilot seat in an aircraft in flight, or in a simulator, as appropriate.
- Flight instruction in the operator's approved training program, from either pilot seat in an aircraft in flight, or in a simulator, or both, as appropriate.
- Supervision of the reestablishment of landing currency.
- Special checks conducted as a qualification curriculum segment of the operator's approved training program, provided the check airman is qualified in the specific activity for which the special check is being conducted (such as Category II (CAT II) and Category III (CAT III) operations).
- Certification of the satisfactory proficiency and knowledge of airmen after completion of a flight training curriculum segment or flight training module.
- When authorized by the operator, ground instruction for airmen, and certification of the satisfactory completion by an airman of a ground training curriculum segment.

3-1393 PROFICIENCY CHECK AIRMAN—SIMULATOR.

A. Eligibility. To be eligible for initial and continuing approval as proficiency check airman (simulator), an airman must meet the following eligibility requirements:

- Hold the required certificate and ratings to serve as the PIC of the specific aircraft in revenue service.
- Hold at least a valid third-class medical certificate (FAA Form 8500-9).
- Have completed the operator's air transportation flight instructor and check airman qualification training programs as required by §§ 121.411, 121.413, and appendix H, or by §§ 135.337 and 135.339, as applicable. The requirements of §§ 121.413(c)(1) and 135.339(c)(1) may be accomplished entirely in a simulator, including such topics as:
 - Check ride briefings and debriefings:
 - For an applicant.
 - For supporting crewmembers.
 - Safety preparedness and countermeasures in a SIM (such as emergency exits, fire and smoke procedures, and simulator motion failures).
- Meet the currency requirements to serve as the PIC for the operator, including ground and flight training and the required proficiency or competency checks. These requirements may be met by using a level B (or higher) SIM, in which case landing currency in the actual aircraft is not required. When the operator's training program includes single visit training under an exemption to part 121, or is approved for AQP, the instructor must maintain currency as required by those programs.
- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that the operator's POI has approved. (Refer to the current edition of AC 120-35, for a discussion of terms.) A medical certificate appropriate to the crew position occupied on the line is required for those instructors and check airmen who maintain line currency.
- Satisfactorily demonstrate to an FAA inspector, initially and at least every two years, the ability to conduct proficiency or competency checks in simulated flight in a simulator. Part of the inspector's observation must address the check airman's proficiency in evaluating an airman and operating the simulator simultaneously.

B. Authorized Activities. Approval as a proficiency check airman (simulator) authorizes a check airman to conduct the following activities:

- Pilot proficiency or competency checks, as authorized, in an approved SIM or flight training device (FTD) in a qualification curriculum segment of the operator's approved training program.
- The simulator or training device segment, as authorized, of a two-segment proficiency or competency check, as a qualification curriculum segment of the operator's approved training program.

NOTE: A two-segment check is one conducted partially in an approved training device or simulator and completed in flight in an aircraft.

- Flight instruction in a SIM or FTD as a curriculum segment in the operator's approved training program.
- Supervision of the reestablishment of landing currency.
- Any special check as a module in the operator's approved training program, provided that the check airman is qualified in the specific activity for which the special check is being conducted (such as CAT II and CAT III operations).
- Certification of the satisfactory proficiency and knowledge of airmen after completion of a flight training curriculum segment or flight training module.
- When authorized by the operator, ground instruction for airmen and certification of the satisfactory completion of a ground training curriculum segment.

3-1394 LINE CHECK AIRMAN—ALL SEATS (LEFT PILOT SEAT, RIGHT PILOT SEAT, AND OBSERVER'S SEAT).

A. Eligibility. For initial and continuing approval as a line check airman (all seats), an airman must meet the following eligibility requirements:

- Hold the required certificate and ratings for the specific aircraft to serve as the PIC in revenue service.
- Hold a valid medical certificate equal to the class required to act as the PIC in revenue service.
- Meet training and currency requirements to serve as the PIC, including line currency, ground and flight training, proficiency or competency checks, line checks, and 90-day landing currency. (These requirements may be met entirely in a level B or higher simulator.)
- Have completed the operator's check airman qualification training program equivalent to that required by §§ 121.411 and 121.413, or §§ 135.337 and 135.339, as applicable, including such topics as:
 - Briefings and debriefings:
 - For the PIC.
 - For other crewmembers.
 - Safety preparedness and countermeasures:
 - In an aircraft.
 - Satisfactorily demonstrate to an FAA inspector, initially and at least every two years, the ability to conduct line checks from a pilot seat or to oversee OE and other activities.

B. Authorized Activities. Approval as a line check airman (all seats) authorizes a check airman to conduct the following activities:

- Pilot line checks from either pilot seat or the observer's seat.
- Supervision of OE from either pilot seat.

NOTE: OE may be conducted from the observer's seat, in accordance with § 121.434(c)(ii), provided that the PIC is completing a transition training curriculum by acquiring OE; the PIC has made at least two takeoffs and landings in the aircraft; and the check airman is satisfied that the pilot is competent to perform as the PIC.

- Training and checking in special operations as a module of the operator's approved training program, provided that the check airman is qualified in the specific operations being conducted (special airports or international routes).
- When authorized by the operator, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment.

3-1395 LINE CHECK AIRMAN—OBSERVER'S SEAT ONLY.

A. Eligibility. For approval as a line check airman (observer's seat only), an airman must meet the following eligibility requirements:

- Hold the required certificate and ratings to serve as the PIC in the particular aircraft.
- Hold at least a valid third-class medical certificate (FAA Form 8500-9).
- Meet the currency requirements to serve as the PIC, including ground and flight training, proficiency or competency checks, and 90-day landing currency. These requirements may be met entirely in a level B (or higher) simulator for this designation.
- Have completed the operator's check airman qualification training program equivalent to that required by §§ 121.411 and 121.413, or §§ 135.337 and 135.339, as applicable, including such topics as:
 - Briefings and debriefings:
 - For the PIC.
 - For other crewmembers.
 - Safety preparedness and countermeasures:
 - In an aircraft.
- Satisfactorily demonstrate, initially and at least every two years, to an FAA inspector the ability to conduct line checks from the observer's seat when a second observer's seat is available; otherwise in LOFT.
- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that has been approved by the operator's POI. (Refer to the current edition of AC 120-35 for a discussion of terms.) If the instructor and check airman want to maintain line currency, then the appropriate medical certificate is required.
- Be re-evaluated initially and at least every two years as a line check airman by an FAA inspector.

NOTE: The operator must have procedures, published in his/her operations manual, which he/she will follow in the event that a line check airman determines that a pilot's performance does not meet standards that would allow the individual to continue to operate the aircraft. The check airman must not allow the crewmember to continue the flight or trip. If the line check airman does not possess the appropriate class of medical certificate to substitute for the crewmember, specific alternative procedures must be followed.

B. Authorized Activities. Approval as a line check airman (observer's seat only) authorizes a check airman to conduct the following activities as modules of the operator's approved training program, provided that the PIC and second in command (SIC) are current and fully qualified in the aircraft:

- Line checks from the observer's seat.
- Training and checking for special operations, from the observer's seat, provided that the check airman is qualified in the specific operation (such as special airports and international routes).
- When authorized by the operator, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment.

3-1396 CHECK AIRMAN—ALL CHECKS. The airman must meet eligibility requirements for a proficiency check airman (aircraft), for a proficiency check airman (simulator), and for a line check airman (all seats), in accordance with earlier paragraphs in this section. Approval as a check airman (all checks) authorizes a check airman to conduct all checks contained in the qualification curriculum segment of the operator's approved training program, including those checks and other activities of a line check airman (all seats). With the approval of the operator, a check airman has the authorization to give flight and ground instruction in that training program.

3-1397 CHECK FLIGHT ENGINEER. Approval as a check FE is appropriate for operators using aircraft exclusively for their FE training programs. This approval is also appropriate for operators using SIMs or FTDs for part or all of those training programs.

A. Eligibility. For initial and continuing approval as a check FE, an airman must meet the following eligibility requirements:

- Hold the required certificate and class ratings to serve as a FE on the specific aircraft in revenue service.
- Hold a valid third-class medical certificate (FAA Form 8500-9) when conducting simulator checks.
- Hold a valid third-class medical certificate (FAA Form 8500-9) when conducting aircraft training or checks in an aircraft in flight.
- Have completed the operator's approved air transportation check airman training program for this function, including the training required by §§ 121.411 and 121.413, as applicable to the FE crew position, including topics such as:
 - Check ride briefings and debriefings:
 - For an applicant.
 - For supporting crewmembers.

- Safety preparedness and countermeasures:
 - In an aircraft (if applicable).
 - In a SIM (such as emergency exits, fire and smoke procedures, and simulator motion failures).
- Meet the training and currency requirements to serve as a FE for the operator in the specific aircraft, including ground training, flight training, and proficiency checks.
- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that the operator's POI has approved. (Refer to the current edition of AC 120-35, for a discussion of terms).
- Satisfactorily demonstrate to an FAA inspector, initially and at least every two years, the ability to conduct a FE proficiency check in a SIM.

NOTE: When the normal procedures portion of the check must be conducted in an aircraft and in flight, an FAA inspector must observe the check airman candidate under those conditions. If the normal procedures segment of the check can be conducted in a simulator, the check airman may be evaluated either in the simulator or in an aircraft (refer to Exemption No. 4901, as amended).

B. Authorized Activities. Approval as a "check Flight Engineer" makes a check airman eligible to conduct any or all of the following activities, subject to the specific terms (authorizations and limitations) shown in the letter of approval:

- FE proficiency checks in an approved FTD or SIM, or in an aircraft, as a module of the qualification curriculum segment in the operator's approved training program.
- Instruction of FEs in an approved FTD or SIM, or in an aircraft, as a module in the operator's approved training program.
- Certification of the satisfactory performance of airmen after completion of a flight training curriculum segment or flight training module.
- When authorized by the operator, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment.

3-1398 AIR TRANSPORTATION INSTRUCTOR ROLE AND CHARACTERISTICS.

An air transportation instructor is a person employed by an operator or training center for the purpose of training flight crewmembers in a part 121 or 135 operator's approved ground training curriculum. The training must be sufficient to ensure that acceptable performance standards are met. When selected and qualified by the operator, an air transportation instructor is responsible for certifying the knowledge and proficiency of each crewmember upon completion of a training curriculum or curriculum segment. Air transportation instructors must be knowledgeable in the applicable requirements of parts 61, 63, 65, 91, 121, 135 (as appropriate), and in the operator's policies and procedures. An air transportation instructor should possess effective communication skills and a manner which always reflects professionalism and a positive attitude toward safety.

3-1399 AIR TRANSPORTATION FLIGHT INSTRUCTOR—AIRCRAFT. An air transportation flight instructor in an aircraft may be a pilot instructor, a FE instructor, or both, and may also conduct flight training in a SIM, FTD, or ground training.

A. Eligibility. An instructor candidate airman must meet the following eligibility requirements:

- Hold the certificate and ratings required to serve in revenue service in the specified crewmember duty position on the specific aircraft except that the certificates and ratings are not required for training programs approved under § 121.409(b) (simulators).
- Hold a valid third-class medical certificate (FAA Form 8500-9) for operations conducted under part 91 such as aircraft training and aircraft ferry operations.
- Meet currency requirements to serve as the PIC for the operator or as FE for the operator, including ground and flight training, proficiency or competency checks, and (for pilots) 90-day landing currency.
- For pilots, must complete an annual line check or line observation module of a recurrent qualification curriculum segment.
- Have received flight instructor qualification training under the operator's approved training program, including the training required by §§ 121.411, 121.413, and appendix H, or §§ 135.337 and 135.339, as applicable.
- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that the operator's POI has approved. (Refer to the current edition of AC 120-35 for a discussion of terms.) For those instructors and check airmen who maintain line currency, holding a medical certificate appropriate to the crew position occupied on the line is a requirement.

B. Authorized Activities. An air transportation flight instructor in an aircraft, when authorized by the employer, may conduct the following flight instruction activities:

- Flight instruction for airmen in an aircraft in flight, including instruction in giving appropriate preflight and postflight briefings.
- Certification of the satisfactory performance of an airman after completion of a flight training curriculum segment or flight training module.
- When authorized by the operator, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment.

3-1400 AIR TRANSPORTATION FLIGHT INSTRUCTOR—SIMULATOR. An air transportation flight instructor in a simulator may instruct in a simulator or FTD, and may be a pilot instructor, a FE instructor, or both.

A. Eligibility. A candidate must meet the following eligibility requirements:

- Under a part 121 training program, a pilot simulator instructor candidate must hold at least an Airline Transport Pilot Certificate (ATPC); additionally an approved type rating for initial instruction.

- Under a part 135 training program, a pilot simulator instructor candidate must hold an ATPC and the appropriate type rating. A commercial certificate with an instrument rating is sufficient when operations of the aircraft do not require the PIC to hold an ATPC and type rating.
- Pilot simulator instructor candidates must have received the training required by part 121, appendix H, when applicable. All candidates must have received the simulator instructor qualification required by the operator's approved training program including that required by §§ 121.411 and 121.413, or §§ 135.337 and 135.339, as applicable, including such topics as:
 - Briefings and debriefings by the PIC to flight deck crewmembers and to other crewmembers.
 - Safety preparedness and countermeasures in a SIM (such as emergency exits, fire and smoke procedures, and simulator motion failures).

NOTE: The requirements of §§ 121.413(c) and 135.339(c)(1) may be accomplished entirely in a simulator.

- Maintain line currency as a flight deck crewmember with the operator, or be line familiar with the operator's procedures and line operation by participating in a line observation program that the operator's POI has approved. (Refer to the current edition of AC 120-35 for a discussion of terms) A medical certificate appropriate to the crew position occupied on the line is required for those instructors and check airmen who maintain line currency.

B. Authorized Activities. An air transportation flight instructor in a simulator, when authorized by the employer, may conduct the following flight instruction activities:

- Flight instruction of airmen in a SIM or FTD, including instruction in giving the appropriate preflight and postflight briefings.
- Certification of the performance of an airman after completion of the SIM or FTD portion of a flight training curriculum segment or flight training module (§ 121.409(b)).
- When authorized by the employer, ground instruction and certification of the satisfactory completion by an airman of a ground training curriculum segment.

3-1401 AIR TRANSPORTATION GROUND INSTRUCTOR.

A. Eligibility. Sections 121.402(a) and 135.324(a) specify that other than the certificate holder, only another certificate holder under the same rule part or a part 142 training center may provide training or checking under contract. In addition, §§ 121.401(a)(2) and 135.323(a)(2) require that certificate holders provide adequate ground training facilities and properly qualified ground instructors. An FAA inspector should monitor a certificate holder's ground instruction to ensure that only qualified and competent instructors teach the approved training curriculum and curriculum segments. Inspectors and check airmen conducting checking events must evaluate the knowledge and competency of crewmembers that have completed the ground training curriculums. They should identify any deficiencies and effect any required corrections with respect to the trainee, the instructor, or the training program itself. POIs should monitor

instructor training records to ensure that air transportation ground instructors are properly qualified.

B. Authorized Activities. An air transportation ground instructor, when selected and qualified by the certificate holder, may instruct in specified ground training curriculum segments.

NOTE: The use of any training device, including mockups, FTDs, and SIMs is appropriate provided that the use of such a device is an integral part of an approved ground training curriculum segment (no flight training credit permitted).

C. Training and Qualification Records. The certificate holder must maintain documentation of the training and qualification for each air transportation ground instructor and supervisor, and must make that documentation conveniently accessible for inspection by the FAA.

3-1402 PART 121 SUPERVISOR, F/A, AND AIRCRAFT DISPATCHER. An air carrier operating under part 121 engaged in passenger-carrying operations must establish and maintain a program to train and qualify F/A supervisors. Domestic and flag operators must also establish and maintain a program to train and qualify aircraft dispatcher supervisors. Those supervisors have the authorization to conduct the competency checks required by part 121 for F/As and aircraft dispatchers. Section 121.401(c) specifies that ground instructors and supervisors responsible for a particular ground training curriculum segment or competency check must certify the proficiency and knowledge of F/A crewmembers and aircraft dispatchers after completion of the competency check. When these ground instructors are chosen by their employers to conduct competency checks for aircraft dispatchers and F/As, they are termed air transportation supervisors, as defined in this handbook. To qualify, these supervisors must complete the appropriate training curriculum and the required competency check. To maintain qualification, supervisors must complete the required recurrent training curriculum. POIs should monitor training records to ensure that air transportation supervisors who conduct F/A competency or aircraft dispatcher competency checks are properly qualified. (See paragraph 3-1401C.)

RESERVED. Paragraphs 3-1403 through 3-1420.